2007 Statewide Interchange Study

Appendix C

Existing “Standard” Interchange Improvements Summary Table

Prepared by:

HNTB

Table C-1. Existing Interchange Improvements Summary Table

Interchange Location ID	Intersecting Route	Proposed Improvements Based on Traffic Operations Analysis To Achieve LOS D in Urban Areas and LOS C in Rural Areas	Estimated Construction Cost	Priority Ranking
I-064-025	US 41	No improvements needed to improve traffic operations	$ -	80
I-064-039	SR 61	No improvements needed to improve traffic operations	$ -	95
I-064-079	SR 37(S)	No improvements needed to improve traffic operations	$ -	97
I-064-086	SR 37(N) / SR 66(S)	No improvements needed to improve traffic operations	$ -	39
I-064-105	SR 135	Minor intersection improvements to the signalized intersections would adequately improve both intersections' LOS	$ 400,000	41
I-064-119	US 150	By the year 2030, traffic volumes on I-64 will grow significantly, and the Interstate mainline and ramp terminals are projected to operate at LOS F. I-64 will need to be widened with an additional lane in the westbound direction and two additional lanes in the eastbound direction (total of four (4) lanes in each direction) in this area to accommodate the growth in traffic volumes and reach an adequate LOS. (cost estimate does not include added mainline lanes). Widening Ramps B & C (southbound to eastbound and westbound to northbound) to two lanes would improve the ramp terminal LOS to an adequate level of service.	$ 2,600,000	22
I-065-016	Memphis - Bluelick	1) west intersection - signal, westbound left-turn lane, and eastbound right-turn lane 2) east intersection – signal, northbound dual left-turn lanes, and eastbound left-turn lane	$ 2,100,000	42
I-065-019	SR 160	The southbound to eastbound movement on the west intersection will operate at LOS F by 2030. Adding a signal to this intersection would achieve an adequate LOS.	$ 250,000	59
I-065-029	SR 56	No improvements needed to improve traffic operations	$ -	57
I-065-036	US 31	No improvements needed to improve traffic operations	$ -	78
I-065-049	US 50	No improvements needed to improve traffic operations	$ -	40
I-065-076	US 31	No improvements needed to improve traffic operations	$ -	75
I-065-090	SR 44	Adding a lane in each direction to accommodate the growth in traffic volume would help achieve an adequate LOS. The addition of a lane to the mainline on I-65 will also improve operations at Ramp C from LOS F to an adequate LOS. (Not included in Cost Estimate) Adding a signal to both intersections would achieve an adequate LOS.	$ 450,000	26
I-065-106	I-465	By the year 2030, traffic volumes on I-65 and I-465 will grow significantly, and both Interstate mainlines are projected to operate at LOS F. I-65 and I-465 will need to be widened with additional lanes in each direction in this area to accommodate the growth in traffic volumes and reach an adequate LOS. I-65 requires five (5) through lanes north of the interchange and six (6) through lanes south of the interchange. I-465 requires five (5) through lanes west of the interchange and six (6) through lanes east of the interchange. In addition, several ramp terminals will operate at unacceptable levels of service, even with improvements to the mainlines. Ramps A (northbound to eastbound/westbound) and G (westbound to southbound) will require multiple lanes to adequately accommodate projected traffic volumes.	$ 30,000,000	2

Table C-1. Continued

Interchange Location ID	Intersecting Route	Proposed Improvements Based on Traffic Operations Analysis To Achieve LOS D in Urban Areas and LOS C in Rural Areas	Estimated Construction Cost	Priority Ranking
I-065-107	Keystone / (Old SR 431)	I-65 will need to be widened with an additional lane in each direction in this area to accommodate the growth in traffic volumes and reach an adequate LOS. (Not included in cost estimate)	$ -	34
I-065-109	Raymond	I-65 will need to be widened with an additional lane in each direction in this area to accommodate the growth in traffic volumes and reach an adequate LOS. (Not included in cost estimate)	$ -	10
I-065-112B	I-70(N)	By the year 2030, traffic volumes on I-65 and I-70 will grow significantly, and the Interstate mainline and ramp terminals are projected to operate at LOS F. I-65/70 will need to be widened with an additional lane in each direction in this area to accommodate the growth in traffic volumes and reach an adequate LOS.	$ 75,000,000	1
I-065-113	Pennsylvania/Meridian/Delaware	By the year 2030, traffic volumes on I-65 will grow significantly, and the Interstate mainline and the southbound on ramp are projected to operate at LOS F. I-65 will need to be widened with additional lanes in each direction in this area, for a total of five through lanes in each direction, to accommodate the growth in traffic volumes and reach an adequate LOS. (cost estimate does not included added mainline lanes) Potential improvements might include adding directional ramps for vehicles traveling from Delaware Street to I-65 southbound and I-70 eastbound.	$ 26,000,000	11
I-065-114	West	By the year 2030, traffic volumes on I-65 will grow significantly, and the Interstate mainline and ramp terminals are projected to operate at LOS F. I-65 will need to be widened with additional lanes in each direction in this area, for a total of five through lanes in each direction, to accommodate the growth in traffic volumes and reach an adequate LOS. The intersection of 11th Street and MLK Street will have to be included in any interchange improvement and may require a new interchange configuration.	$ 30,000,000	27
I-065-115	21st St	The mainline on I-65 will operate at LOS F by 2030, due to a significant increase in traffic volume. Adding one lane in each direction would achieve an adequate LOS. (Cost estimate does not include added lanes) The northbound left-turn movement at the east intersection will operate at LOS F by 2030. Adding a signal at this intersection would achieve an adequate LOS.	$ 200,000	13
I-065-117	MLKJr	The north leg on I-65 would operate at LOS F by 2030 due to a significant increase in traffic volume. Adding three lanes in the northbound direction would achieve an adequate LOS. Ramp B would operate at LOS F by 2030. Adding one lane to the ramp would help achieve an adequate LOS. (Cost estimate does not include added mainline lanes nor ramp lanes) The southbound left-turn movement at the west intersection would operate at LOS F by 2030. Adding a signal would help achieve an adequate LOS at this intersection.	$ 250,000	14

Table C-1. Continued

Interchange Location ID	Intersecting Route	Proposed Improvements Based on Traffic Operations Analysis To Achieve LOS D in Urban Areas and LOS C in Rural Areas	Estimated Construction Cost	Priority Ranking
I-065-123	I-465	By the year 2030, traffic volumes on I-65 and I-465 will grow significantly, and the I-465 mainline and ramp terminals on both I-65 and I-465 are projected to operate at LOS F. I-465 will need to be widened with additional lanes in each direction in this area—twelve lanes total south of I-65 and ten lanes total north of I-65—to accommodate the growth in traffic volumes and reach an adequate LOS. Additionally, Ramp A, from I-65 northbound to I-465 northbound, will need to be widened to two lanes. (Cost estimate does not include added mainline lanes)	$ 30,000,000	17
I-065-124	71st	The mainline on I-65 would operate at LOS E due to a significant increase in traffic volume by 2030. Adding one lane in each direction would provide an adequate LOS operation. (Cost estimate does not included added mainline lanes) The east and west intersections would operate at LOS F by 2030. Adding a signal to both intersections and a right-turn turn lane for the northbound and westbound approaches at the east intersection an adequate LOS would be achieved.	$ 2,100,000	37
I-065-146	SR 47	The east and west intersections, currently unsignalized, would operate at LOS F by 2030. Adding a signal to both intersections would help to achieve an adequate LOS.	$ 450,000	48
I-065-168	SR 38	No improvements needed to improve traffic operations	$ -	92
I-065-175	SR 25	By the year 2030, traffic volumes on I-65 will grow significantly, and the Interstate mainline is projected to operate at LOS F. I-65 will need to be widened with an additional lane in each direction in this area to accommodate the growth in traffic volumes and reach an adequate LOS. (Cost estimate does not include mainline added lanes)	$ -	51
I-065-178	SR 43	The mainline on I-65 would operate at LOS D by 2030 due to a significant increase in traffic volume. Adding a lane in both directions would achieve an adequate LOS. (Cost estimate does not include added mainline lanes) The east and west intersections would operate at LOS F by 2030. Adding a signal to both intersections and a right-turn turn lane for the northbound approach at the east intersection would achieve an adequate LOS.	$ 450,000	19
I-065-215	SR 114	The east and west intersections would operate at LOS F by 2030. Adding a signal to both intersections would help achieve an adequate LOS.	$ 450,000	47
I-065-230	SR 10	The east and west intersections would operate at LOS F by 2030. Adding a signal to both intersections would help achieve an adequate LOS.	$ 450,000	70
I-065-240	SR 2	The east and west intersections would operate at LOS F by 2030. Adding a signal to both intersections, a southbound right-turn and westbound left-turn lanes to the west intersection and an eastbound left-turn lane at the east intersection would help achieve an adequate LOS.	$ 2,100,000	35
I-065-247	US 231	The east and west intersections would operate at LOS F by 2030. Adding a signal to both intersections would achieve an adequate LOS.	$ 450,000	21

Table C-1. Continued

Interchange Location ID	Intersecting Route	Proposed Improvements Based on Traffic Operations Analysis To Achieve LOS D in Urban Areas and LOS C in Rural Areas	Estimated Construction Cost	Priority Ranking
I-069-014	SR 13	The mainline on I-69 would operate at LOS F by 2030 due to a significant increase in traffic volume. Adding a lane in both directions would achieve an adequate LOS. Ramp A would operate at LOS F by 2030. The added lane to the mainline on I-69 would achieve an adequate LOS at Ramp A. (Cost estimate does not include added mainline lanes) The east intersection would operate at LOS F and the west intersection would operate at LOS E by 2030. Adding a signal to both intersections would achieve an adequate LOS.	$ 450,000	29
I-069-019	SR 38	The mainline on I-69 would operate at LOS E by 2030 due to a significant increase in traffic volume. Adding a lane in both directions would achieve an adequate LOS. Ramp A would operate at LOS D by 2030. The additional lane on the I-69 mainline would also achieve an adequate LOS on Ramp A. (Cost estimate does not include added mainline lanes) The east and west intersections would operate at LOS F by 2030. Adding a signal to both intersections would help achieve an adequate LOS.	$ 450,000	30
I-069-022	SR 9 / SR 67	No improvements needed to improve traffic operations	$ -	81
I-069-026	SR 109 / SR 9	The southbound left-turn movement at the west intersection would operate at LOS F by 2030. Adding a signal to this intersection would help achieve an adequate LOS.	$ 250,000	36
I-069-034	SR 67 / SR 32	No improvements needed to improve traffic operations	$ -	49
I-069-041	SR 332	The east and west intersections would operate at LOS F by 2030. Adding a signal to both intersections would achieve an adequate LOS.	$ 450,000	50
I-069-045	US 35 / SR 28	The east and west intersections would operate at LOS F by 2030. Adding a signal to the west intersection and a northbound right-turn lane to the east intersection an adequate LOS would be achieved.	$ 450,000	46
I-069-055	SR 26	No improvements needed to improve traffic operations	$ -	88
I-069-059	SR 22 / US 35	No improvements needed to improve traffic operations	$ -	73
I-069-064	SR 18	The east intersection would operate at LOS F by 2030. Adding a signal at this intersection would achieve an adequate LOS.	$ 250,000	67
I-069-105	SR 14	The mainline on I-69 would operate at LOS E by 2030. Adding a lane in both directions would improve operations to an adequate LOS. Ramp B would operate at LOS F by 2030. The addition of a lane to the mainline on I-69 would achieve an adequate LOS at Ramp B. (Cost estimate does not include added mainline lanes) The weaving section on the crossroad (SR14) would operate at LOS E by 2030. Adding a lane to the crossroad would achieve an adequate LOS.	$ 2,500,000	18
I-069-109	US 30 / US 33	No improvements needed to improve traffic operations	$ -	7

Table C-1. Continued

Interchange Location ID	Intersecting Route	Proposed Improvements Based on Traffic Operations Analysis To Achieve LOS D in Urban Areas and LOS C in Rural Areas	Estimated Construction Cost	Priority Ranking
I-069-111	SR 3 / US 27	The existing interchange is a full cloverleaf configuration. The statewide model estimates a modest traffic growth of 1.12 for the interchange as a whole, whereas, the MPO model predicts a growth rate of approximately 1.4. Based on the model-predicted growth, the LOS for I-69 mainline and interstate weaving areas will be LOS E by the Year 2025. Adding an additional lane to I-69 through the interchange area will produce a LOS C based on the statewide model growth estimates and LOS D based on the MPO growth estimate. (cost estimate does not include added mainline lanes)	$ -	5
I-069-126	CR11A	The east intersection would operate at LOS E and the west intersection would operate at LOS D by 2030. Adding a signal to both intersections would achieve an adequate LOS.	$ 450,000	85
I-069-129	SR 8	No improvements needed to improve traffic operations	$ -	61
I-069-134	US 6	No improvements needed to improve traffic operations	$ -	83
I-069-150	CR200W	No improvements needed to improve traffic operations	$ -	112
I-069-154	SR 127 / SR 727	The west intersection would operate at LOS F by 2030. Adding a signal to this intersection would achieve an adequate LOS operation.	$ 250,000	82
I-070-023	SR 59	The north and south intersections would operate at LOS F by 2030. Adding a signal to both intersections would help achieve an adequate LOS.	$ 450,000	38
I-070-041	US 231	The mainline on I-70 westbound would operate at LOS D by 2030. Adding a lane to the mainline in the westbound direction would achieve an adequate LOS. (cost estimate does not include added mainline lanes)	$ -	96
I-070-051	CR1100W/County Rd.1100 W.	No improvements needed to improve traffic operations	$ -	101
I-070-059	SR 39	The mainline on I-70 westbound would operate at LOS D by 2030. Ramp C would operate at LOS F by 2030. The addition of a lane to the mainline on I-70 in the westbound direction would achieve an adequate LOS for both mainline and ramp. (cost estimate does not include added mainline lanes) The north and south intersections would operate at LOS F by 2030. The following potential improvements would achieve an adequate LOS at both intersections: * north intersection – signal and westbound right-turn lane * south intersection – signal and southbound left-turn lane	$ 1,200,000	44

Table C-1. Continued

Interchange Location ID	Intersecting Route	Proposed Improvements Based on Traffic Operations Analysis To Achieve LOS D in Urban Areas and LOS C in Rural Areas	Estimated Construction Cost	Priority Ranking
I-070-066	SR 267	The mainline on I-70 westbound would operate at LOS F by 2030. Adding a lane to the mainline would achieve an adequate LOS. (cost estimate does not include added mainline lanes) The Ramp C diverge would operate at LOS F by 2030. This ramp would achieve an adequate LOS if it could be widened to two lanes and a separate loop ramp for westbound to southbound traffic could be provided. The north and south intersections would operate at LOS F by 2030. Loop ramps for the westbound to southbound and southbound to eastbound movements would achieve an adequate LOS at both intersections if four lanes could be provided through a minimum 1200-foot long southbound weaving area on SR 267.	$ 26,000,000	4
I-070-075	AirportExpwy	The mainline on I-70 westbound would operate at LOS E by 2030. Adding a lane to the mainline in the westbound direction would achieve an adequate LOS. Ramp C would operate at LOS F by 2030. The addition of a lane to the mainline on I-70 in the westbound direction would achieve an adequate LOS on Ramp C. (cost estimate does not included added mainline lanes)	$ -	28
I-070-077	Holt	The mainline on I-70 would operate at LOS F by 2030. By adding a lane to the mainline in each direction it would achieve an adequate LOS. (cost estimate does not include added mainline lanes) Ramp D (westbound exit) would operate at LOS F at the freeway diverge by 2030. Providing a 2 lane ramp would achieve an adequate LOS. A 2 lane ramp should also be provided for the eastbound entrance. The north ramp terminal intersection would operate at LOS F by 2030. Reconstruction of the interchange as a single point urban interchange (SPUI) would achieve an adequate LOS while minimizing potential impact to the adjacent railroad and other land uses.	$ 22,000,000	24
I-070-078	Harding	The mainline on I-70 westbound would operate at LOS E by 2030. Adding a lane to the mainline in the westbound direction would achieve an adequate LOS. (cost estimate does not include added mainline lanes)	$ -	60
I-070-079a	West	The mainline on I-70 would operate at LOS F by Year 2030. An added lane in each direction will achieve an adequate LOS. Ramp D and Ramp B would operate at LOS F by 2030. The additional mainline lane on I-70 in both directions would achieve an adequate LOS at Ramp D and Ramp B. Adding lanes to the mainline on this section of I-70 might require major reconstruction. (cost estimate does not include added mainline lanes)	$ -	8
I-070-079b	Capitol / Illinois	The mainline on I-70 would operate at LOS E by Year 2030. Adding a lane to the mainline would achieve an adequate LOS. Ramp C would operate at LOS F by 2030. The additional lane on I-70 mainline would achieve an adequate LOS at Ramp C.(cost estimate does not include added mainline lanes)	$ -	25

Table C-1. Continued

Interchange Location ID	Intersecting Route	Proposed Improvements Based on Traffic Operations Analysis To Achieve LOS D in Urban Areas and LOS C in Rural Areas	Estimated Construction Cost	Priority Ranking
I-070-079c	McCarty/Pennsylvania/Madison	The mainline on I-70 would operate at LOS F by Year 2030. Adding a lane to the mainline would achieve an adequate LOS. Ramp H would operate at LOS F by 2030. Adding a second lane to Ramp H would achieve an adequate LOS. (cost estimate does not include added mainline lanes)	$ -	9
I-070-115	SR 109	The north intersection would operate at LOS D and the south intersections would operate at LOS F by 2030. Adding a signal to both intersections would help achieve an adequate LOS.	$ 450,000	71
I-070-123	SR 3	No improvements needed to improve traffic operations	$ -	66
I-070-137	SR 1	The north intersection would operate at LOS F by 2030. Adding a signal to this intersection would help achieve an adequate LOS.	$ 250,000	98
I-070-149	US 35 / Willamsburg Pike	No improvements needed to improve traffic operations	$ -	74
I-074-004	SR 63	The north and south intersections would operate at LOS F by 2030. Adding a signal to both intersections would help achieve an adequate LOS.	$ 450,000	62
I-074-034	US 231	The north intersection would operate at LOS E by 2030. Adding a southbound right-turn lane and an eastbound right-turn lane at this intersection, an adequate LOS would be achieved.	$ 300,000	77
I-074-039	SR 32	The north intersection would operate at LOS E by 2030. Adding a signal and a westbound right-turn lane at this intersection, an adequate LOS would be achieved.	$ 250,000	102
I-074-058	SR 39	The north and south intersections would operate at LOS F by 2030. The following potential improvements would achieve an adequate LOS: * north intersection – signal, westbound dual left-turn lanes and right-turn lane, southbound right-turn lane, and northbound left-turn lane * south intersection – signal and southbound left-turn lane	$ 2,100,000	76
I-074-061	CR275E	The north and south intersections would operate at LOS F by 2030. Adding a signal to both intersections would achieve an adequate LOS.	$ 450,000	65
I-074-066	SR 267	Ramp H and the north and south intersections would operate at LOS F by 2030. The following potential improvements would achieve an adequate LOS for both intersections and Ramp H: * Widen SR 267 to provide two additional lanes in each direction, plus two left turn lanes for southbound SR 267 to the eastbound I-74 entrance and northbound SR 267 to the westbound I-74 entrance. * Add a single-lane directional ramp, Ramp C, for traffic traveling from westbound I-74 to northbound SR 267. This would eliminating the heavy left-turn movement from the existing Ramp H to northbound SR 267 at the north intersection. * Convert Ramp H to a single-lane loop ramp to serve traffic traveling from westbound I-74 and	$ 14,000,000	12
I-074-109	Fairland	No improvements needed to improve traffic operations	$ -	110

Table C-1. Continued

Interchange Location ID	Intersecting Route	Proposed Improvements Based on Traffic Operations Analysis To Achieve LOS D in Urban Areas and LOS C in Rural Areas	Estimated Construction Cost	Priority Ranking
I-074-113	SR 9	The north and south intersections would operate at LOS F by 2030. Adding a signal to both intersections would achieve an adequate LOS.	$ 450,000	45
I-074-134	SR 3	No improvements needed to improve traffic operations	$ -	91
I-074-149	SR 229	No improvements needed to improve traffic operations	$ -	93
I-074-164	SR 1	The north and south intersections would operate at LOS F by 2030. Adding a signal to both intersections would achieve an adequate LOS.	$ 450,000	55
I-074-169	US 52	The north intersection at this location would operate at LOS F by 2030. Adding a signal to this intersection would achieve an adequate LOS.	$ 250,000	86
I-080-015	US 6 / SR 51	No improvements needed to improve traffic operations	$ -	53
I-080-016	I-94	No improvements needed to improve traffic operations	$ -	90
I-094-019	SR 249	The north and south intersections would operate at LOS F by 2030. Adding a southbound right-turn lane to the north intersection and a northbound right-turn lane to the south intersection would achieve an adequate LOS.	$ 400,000	20
I-094-022	US 20	No improvements needed to improve traffic operations	$ -	99
I-094-026	SR 49	No improvements needed to improve traffic operations	$ -	63
I-094-034	US 421	No improvements needed to improve traffic operations	$ -	84
I-094-040	US 20	No improvements needed to improve traffic operations	$ -	68
I-164-005	SR 662	No improvements needed to improve traffic operations	$ -	104
I-164-009	SR 62	Traffic volume on I-164 will grow significantly by 2030, and the mainline is expected to operate at LOS E. Adding a lane in each direction would help achieve an adequate LOS. (cost estimate does not include added mainline lanes)	$ -	64
I-265-001	State	The mainline on I-265 would operate at LOS F by 2030. Adding a lane in both directions would improve to an adequate LOS. Ramp C would operate at LOS F by 2030. By adding a lane to the mainline on I-265, Ramp C would achieve an adequate LOS. (cost estimate does not include adding mainline lanes) The south intersection would operate at LOS F by 2030. Adding a westbound right-turn lane to the east intersection would achieve an adequate LOS.	$ 200,000	16
I-265-003	SR 111	The mainline on I-265 would operate at LOS F by 2030. Ramp D would operate at LOS F by 2030. By adding a lane to the mainline on I-265, the mainline and Ramp D would achieve an adequate LOS. (cost estimate does not include added lanes to the mainline) The north and south intersections would operate at LOS F by 2030. Adding a signal to both intersections would achieve an adequate LOS.	$ 450,000	6

Table C-1. Continued

Interchange Location ID	Intersecting Route	Proposed Improvements Based on Traffic Operations Analysis To Achieve LOS D in Urban Areas and LOS C in Rural Areas	Estimated Construction Cost	Priority Ranking
I-265-004	SR 311	The mainline on I-265 would operate at LOS E by 2030. Adding a lane in each direction would improve operations to an adequate LOS. The north and south intersections would operate at LOS E by 2030. (cost estimate does not include added mainline lanes) Adding a southbound right-turn lane to the north intersection and a northbound right-turn lane to the south intersection both intersections would achieve an adequate LOS.	$ 400,000	58
I-265-009	SR 62	The north intersection would operate at LOS F by 2030. Adding a signal to this intersection would achieve an adequate LOS. The weaving section on SR 62 between Ramp F and Ramp G would operate at LOS E by 2030. Adding a lane to the mainline on SR 62 would achieve an adequate LOS. (cost estimate does not include adding mainline lanes)	$ 250,000	94
I-275-016	US 50	No improvements needed to improve traffic operations	$ -	105
I-465-002	US 31 / Meridian	By the year 2030, traffic volumes on I-465 will grow significantly, and the Interstate mainline is projected to operate at LOS F. Additionally, several mainline ramp terminals will operate at LOS F. I-465 will need to be widened with two (2) additional through lanes in each direction in this area to accommodate the growth in traffic volumes and reach an adequate LOS. (cost estimate does not include added mainline lanes) Due to the high volume of ramp traffic at this interchange—specifically on Ramp C, which is a loop ramp, and Ramp M, which is a left-side entrance ramp—the potential reconstruction of the interchange to remove the loop ramps and left-side entrance ramps, and provide additional lanes on ramps C and F would improve operations to an adequate LOS.	$ 30,000,000	3
I-465-007	Mann	The mainline on I-465 would operate at LOS F by Year 2030. Adding three lanes to the mainline would achieve an adequate LOS. Ramp A would operate at LOS E and Ramp D would operate at LOS F by 2030. Potential improvements for an adequate LOS at the ramps would require an additional lane at Ramp A and Ramp D. (Cost estimate does not include added mainline lanes, however, the lane additions would require complete interchange reconstruction) The north and south intersections would operate at LOS F by 2030. The following potential improvements would achieve an adequate LOS. * north intersection – Add a signal, two southbound through lanes (for a total of three), a westbound left turn lane, and change the westbound right-turn lane into a free movement at the intersection * south intersection – Add a second southbound left-turn lane, a southbound right-turn lane, an eastbound left-turn and right-turn lanes, and a northbound right-turn lane	$ 12,000,000	15

Table C-1. Continued

Interchange Location ID	Intersecting Route	Proposed Improvements Based on Traffic Operations Analysis To Achieve LOS D in Urban Areas and LOS C in Rural Areas	Estimated Construction Cost	Priority Ranking
I-469-029	Maplecrest	Traffic volume on I-469 will grow significantly by 2030, and the mainline north of this interchange is expected to operate at LOS E. Adding a lane in each direction north of this interchange to accommodate the growth in traffic volume would help achieve an adequate LOS. (cost estimate does not include added mainline lanes) Additionally, the mainline ramp terminal of Ramp C (southbound I-469 to southbound Maplecrest) will operate at LOS F by 2030, even with improvements to the I-469 mainline. A potential improvement that would achieve an adequate level of service is the addition of a second lane on Ramp C.	$ 1,200,000	89
SR-002-039	SR 49	The east and west intersections would operate at LOS F by 2030. Adding a signal to both intersections would achieve an adequate LOS	$ 450,000	33
SR-023-039	SR 933 / Lincolnway	The intersections east of the interchange (Sample Street) would operate at LOS F by 2030. Adding northbound left-turn lane, a southbound left-turn lane, and a westbound through lane, the intersection would achieve an adequate LOS.	$ 450,000	107
SR-062-020	University Blvd. / Eickhoff Rd.	No improvements needed to improve traffic operations	$ -	113
SR-062-024	Barker Ave.	The east and west intersections would operate at LOS F by 2030. Adding a signal to both intersections would achieve an adequate LOS. Additional potential improvements include: * north intersection – add a southbound right-turn lane and convert eastbound approach to a right-turn only movement * south intersection – add eastbound right-turn lane and northbound right-turn through shared lane	$ 1,200,000	116
SR-062-026	Main St.	No improvements needed to improve traffic operations	$ -	114
SR-062-027	Garvin St.	No improvements needed to improve traffic operations	$ -	87
US-020-008	Kennedy Ave.	The mainline on US 20 would operate at LOS E and the north and south intersections would operate at LOS F by 2030. Potential improvements might include upgrading US 20 to a four-lane divided highway and reconstruction of the interchange to achieve an adequate LOS. Reconstruction might include signalization, added ramp lanes, ramp entrances and exits, and added cross road lanes.	$ 12,000,000	52
US-020-010	SR 912 / Michigan St.	Traffic volume on S.R. 912 will grow by 2030, and the S.R. 912 mainline is expected to operate at LOS F. Adding a lane in each direction on S.R. 912 to accommodate the growth in traffic volume would help achieve an adequate LOS. The addition of a lane to the mainline on S.R. 912 will also improve operations at the ramp terminals from LOS E to an adequate LOS. No improvements are necessary along U.S. Route 20 to improve traffic operations. (no cost estimate has been made for adding mainline lanes)	$ -	54
US-020-079	US 31 / US 31 Extention	No improvements needed to improve traffic operations	$ -	106
US-020-082	Ironwood Rd.	No improvements needed to improve traffic operations	$ -	100

Table C-1. Continued

Interchange Location ID	Intersecting Route	Proposed Improvements Based on Traffic Operations Analysis To Achieve LOS D in Urban Areas and LOS C in Rural Areas	Estimated Construction Cost	Priority Ranking
US-020-084	SR 331 / Bremen Hwy.	The north intersection would operate at LOS F by 2030. Adding a signal to this intersection would achieve an adequate LOS.	$ 250,000	115
US-020-093	SR 19	No improvements needed to improve traffic operations	$ -	118
US-020-096	US 33 / SR 933	The north intersection would operate at LOS E by 2030. Adding an eastbound right-turn lane to this intersection would achieve an adequate LOS.	$ 250,000	119
US-020-099	IR-17	The north and south intersections would operate at LOS F by 2030. Adding a signal to both intersections would achieve an adequate LOS.	$ 450,000	23
US-030-065	SR 17 / Michigan St.	The north and south intersections would operate at LOS F by 2030. Adding a signal to both intersections would achieve an adequate LOS.	$ 450,000	32
US-030-090	SR 15	The north intersection would operate at LOS F by 2030. Adding southbound right-turn lane and an eastbound right-turn lane to this intersection would achieve an adequate LOS.	$ 250,000	56
US-031-073	Indianapolis Ave. / Old SR 11	No improvements needed to improve traffic operations	$ -	69
US-031-212	SR 25	The east intersection would operate at LOS E and the west intersection would operate at LOS F by 2030. Adding a signal to both intersections would achieve an adequate LOS.	$ 450,000	79
US-035-041	SR 3 / SR 67	No improvements needed to improve traffic operations	$ -	121
US-041-005	SR 66 / Diamond Ave	No improvements needed to improve traffic operations	$ -	109
US-041-054	Hart St.	No improvements needed to improve traffic operations	$ -	103
US-041-056	SR 61 / US 50	No improvements needed to improve traffic operations	$ -	111
US-041-058	SR 67 / Co. Rd.	No improvements needed to improve traffic operations	$ -	122
US-041-114	SR 63	No improvements needed to improve traffic operations	$ -	120
US-041-273	State St. / Sibley St.	No improvements needed to improve traffic operations	$ -	108
US-041-276	SR 912	The north and south intersections would operate at LOS F by 2030. The following potential improvements would achieve an adequate LOS: * north intersection – Add signal, southbound through lane, and a westbound right-turn lane * south intersection – Add signal and an additional southbound left-turn lane	$ 450,000	31
US-050-065	SR 37 / Old US 50	No improvements needed to improve traffic operations	$ -	72
US-052-043	US 231	By the year 2030, traffic volumes on U.S. 52 will grow significantly, and the U.S. 52 mainline is projected to operate at LOS E. A potential improvement to achieve an adequate level of service is to add an additional lane in each direction on U.S. 52 west of the interchange. This would also allow two through lanes on U.S. 52 to pass through the interchange, merging with the one lane on-ramp from U.S. 231 (currently, the U.S. 52 mainline narrows to one westbound lane at the interchange merge area).	$ 2,600,000	43
US-052-044	SR 443 / Soldiers Home Rd.	The north and south intersections would operate at LOS F by 2030. Adding a signal to both intersections would achieve an adequate LOS.	$ 450,000	117